



Rail Enhancement Fund
Project Application Form

Date: January 31, 2008

A. Name of Applicant (Name and Address)

Norfolk Southern Railway Company
Three Commercial Place
Norfolk, VA 23510

Applicant type:

- ☐ Passenger Railroad
☒ Freight Railroad
☐ Locality
☐ Business
☐ Other _____

B. Contact Information:

Responsible Person/Title: Sarah Quisenberry, Director Strategic Planning

Telephone: 757-629-2686 Fax: 757-533-4884 Email: sarah.quisenberry@nscorp.com

Project Manager/Title: Sarah Quisenberry, Director Strategic Planning

Telephone: 757-629-2686 Fax: 757-533-4884 Email: sarah.quisenberry@nscorp.com

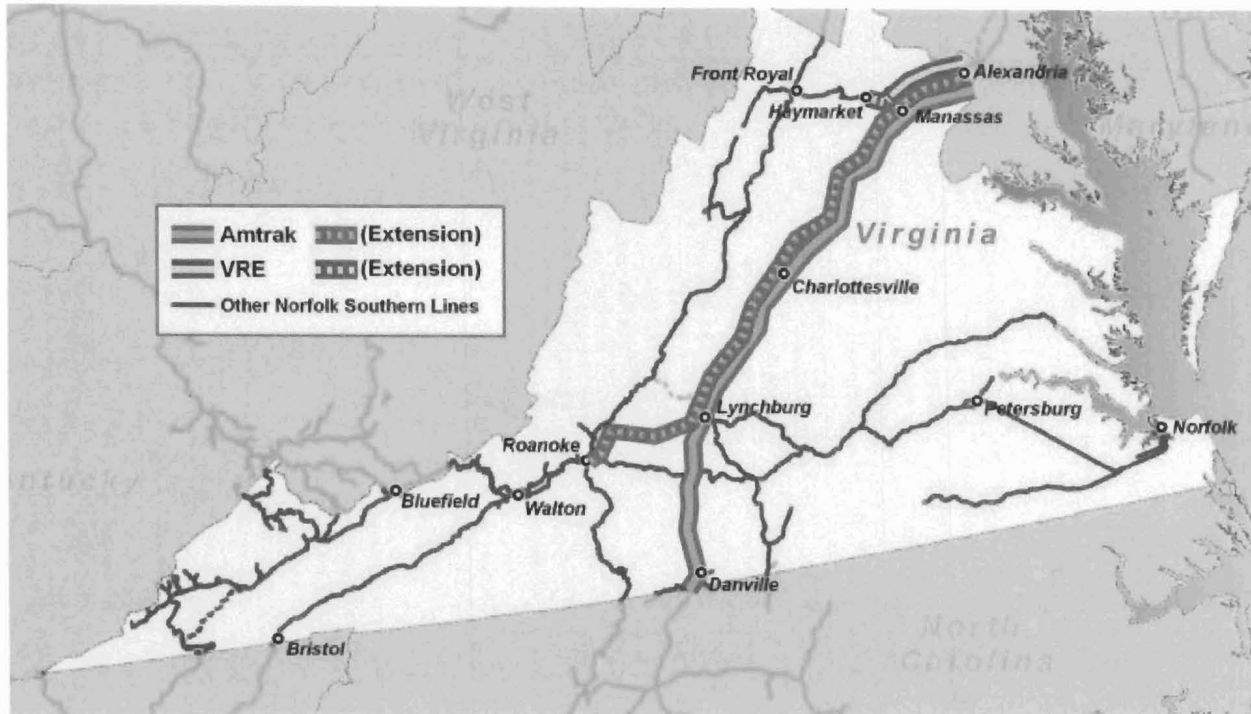
C. Project Title: Passenger Corridor Initiatives

D. Project Location: (City/County, Rail line, Railroad Mile Post, attach map)

The Passenger Corridor is comprised of the NS mainlines in Virginia that either have Amtrak or commuter operations on them or have been the subject of discussions with DRPT, Amtrak and/or VRE for possible future passenger operations. (see map next page)

Projects:

- A) Alexandria – Manassas Passenger Speed Capital Requirements
- B) Alexandria – Lynchburg Speed Improvements
- C) Roanoke Service Study



E. Owner of Property/Right-of-Way/Facility/Personal Property:
Norfolk Southern Railway Company owns the mainline track rights-of-way, tunnels, bridges, and related appurtenances.

F. Responsible Party for Continuous Maintenance of Project:
Norfolk Southern Railway Company. This application is for capital costs only.
NS will assume all ongoing maintenance cost responsibilities.

G. Project Information:

1) Description of Project:

Amtrak and VRE trains currently operate on NS track and are in discussions with NS to expand their operations. VRE operates on NS tracks from Alexandria to Manassas and proposes extending that service to Haymarket. Amtrak operates the Crescent over NS tracks from DC through Lynchburg and on south. Amtrak, DRPT and NS are actively discussing the possible introduction of new Amtrak service between DC and Lynchburg, as well as the possible extension of that service to Roanoke. NS is not opposed to passenger services as long the NS' freight capacity, both for today's traffic and tomorrow's, is protected. Passenger service operators must provide infrastructure and capacity to support passenger and freight and growth.

Generally passenger trains require track to be maintained to a higher speed standard as those trains operate at a faster speed than freight trains. Where passenger trains operate today, the track is already maintained for passenger speeds, but where new service is planned, a major cost will be upgrading the track to sustain the higher passenger speeds.

Three projects are proposed for consideration for Rail Enhancement Funding. As noted in the Route 460/Heartland Corridor application and the I-81/Crescent Corridor application, several freight projects provide benefits to passenger trains that utilize or will utilize the same track. For example, the signal improvements being done on the Manassas line as part of Rail Enhancement Grant 76508-4 will benefit both Crescent Corridor intermodal trains and help to provide the infrastructure required to support a VRE extension to Haymarket.

Passenger Corridor Projects	Start Year	Benefits	Cost (millions)
Alexandria - Manassas	2009	Passenger speed	\$2.0
Roanoke Service Study	2009	Identify capacity needs to support introduction of Washington to Roanoke passenger service	\$0.5
Alexandria – Lynchburg	2010	Passenger speed	\$5.0

A. Alexandria – Manassas: NS is no longer the majority user of the two main line tracks between Manassas and Alexandria. VRE is. VRE service needs the track maintained to Class 4 standards. NS does not. NS proposes Rail Enhancement funds be used to pay for the higher capital maintenance required to support the VRE service.

B. Roanoke Service Study: NS, DRPT and Amtrak are currently discussing the possibility of introducing new Amtrak service between DC and Lynchburg. Further discussions have centered on the possibility of extending the service to Roanoke. NS has identified Lynchburg as a potential bottleneck location on the NS system in Virginia. Topographical differences between the former N&W and Southern rail lines make the area a challenge. NS proposes that a study be done to identify and infrastructure and capacity needs that would be required to support DC to Roanoke passenger train service. The capacity of the NS yards in Lynchburg, the wye tracks, and the use of the mainline from Alexandria to Roanoke must be analyzed. In addition, Amtrak must identify station needs and their funding source. Discussions of funding, for the study and the infrastructure improvements would be part of the greater NS, DRPT, Amtrak negotiations and can be identified when those negotiations take place.

C. Alexandria - Lynchburg: NS, DRPT and Amtrak are currently discussing the possibility of introducing new Amtrak service between DC and Lynchburg. The current proposal would have two Amtrak trains (one round trip) per day. The trains would turn at Lynchburg with the equipment overnighing at Lynchburg. NS recommends several

improvements to the NS mainline between DC and Lynchburg to assist in providing capacity and support for the proposed service. The following control points have No. 20 equilateral turnouts on the Southern Main between Manassas and Lynchburg that should be replaced with No. 20 lateral turnouts. These No. 20 equilaterals are timetable restricted to 50/45 (PASS/FRGT) for both turnout sides. No. 20 laterals are typically restricted to 45/40 for the turnout side, but the straight side would have no restriction to 60/50. The list is the recommended order of priority which is based on curve restrictions within the proximity of the control points:

- C.P. WEYBURN M.P. 92.1
- C.P. GILBERT M.P. 102.0
- C.P. OAK RIDGE M.P. 143.4
- C.P. TYE RIVER M.P. 150.1
- C.P. RIO M.P. 109.9
- C.P. RED HILL M.P. 120.4
- C.P. APPLGATE M.P. 126.6
- C.P. HAMMER M.P. 132.0

2) Project Objectives:

A. Alexandria – Manassas

Capital requirements to support Class 4 standard for VRE service.

B. Roanoke Service Study

Identification of infrastructure and capacity requirements needed to support proposed new Amtrak service between DC and Roanoke.

C. Alexandria - Lynchburg

Speed improvements to support proposed new Amtrak passenger train round trip between DC and Lynchburg, currently under negotiations with DRPT, Amtrak and NS.

3) Relationship to Other Projects under Development by Applicant or Previously Funded by this Program:

A. Alexandria – Manassas

none

B. Roanoke Service Study

none

C. Alexandria - Lynchburg

none

4) Describe the Public Benefits of Project. Identify significant types of benefits and beneficiaries from this project. (See Attachment A).

A. Alexandria – Manassas

VRE passengers. Supports speed of service.

B. Roanoke Service Study

Identifies needs to support proposed new passenger service.

C. Alexandria - Lynchburg

Proposed new passenger service.

Attachment A – Project Data Information Form – Must be completed by Applicant and submitted with this application.

H. Type of Project:

A. Alexandria – Manassas, B. Roanoke Study, C. Alexandria – Lynchburg

- 1) _____ New Construction A, C Rehabilitation B Study
- 2) A, B, C Rail Infrastructure B Rail Facility/Station
 _____ Equipment/Rolling Stock _____ Signals/Communication Equipment
- 3) Other _____

I. Application Scope of Work Covers:

X Entire Project _____ A Phase of a Multi-Phase Project _____ Completion Phase

J. Project Budget Summary:

Passenger Corridor Projects:	Alexandria - Manassas	Alexandria - Lynchburg	Roanoke Study
Preliminary Services, Engineering, or Feasibility Study			\$500,000
Environmental Evaluation			0
Design Engineering			0
Right of Way Acquisition			0
Construction	\$7,632,291		0
Construction Management			0
Lease/Acquisition of Equipment			0
Public Involvement (if applicable)			0
Other:	620,709	\$14,000,000	0
Subtotal	\$8,253,000	\$14,000,000	\$500,000
Total Project Budget	\$22,753,000		

K. Attach detailed budget and schedule information. If the project is for final design, construction or procurement; then plans, specifications and reports to a preliminary engineering level (approximately 30%) should be provided to support the project cost and major features (if applicable). A sample budget and schedule is included in Appendix D.

L. Rail Enhancement Funds Requested in this Application:
Maximum 70% of Total Project Budget. 70%
Do not include any previous allocations or future phases.

M. Local Match Required by Applicant: \$6,825,900
At least a minimum 30% of Total Project Budget. 30%
If Overmatch, Provide Percentage _____

1) Match breakdown by Source (Including any in-kind match):

Alexandria – Manassas

- a. Provider of Local Match Norfolk Southern
- b. Status (confirmed/anticipated) confirmed
- c. Attach justification for value of in-kind match.

Alexandria – Lynchburg

As this proposed service is currently being negotiated by DRPT, Amtrak and NS, a funding match source can not be identified or confirmed as the identification of funding source(s) for the study is part of the negotiations.

- a. Provider of Local Match unknown
- b. Status (confirmed/anticipated) unknown
- c. Attach justification for value of in-kind match.

Roanoke Study

As this proposed service is currently being negotiated by DRPT, Amtrak and NS, a funding match source can not be identified or confirmed as the identification of funding source(s) for the study is part of the negotiations.

- a. Provider of Local Match unknown
- b. Status (confirmed/anticipated) unknown
- c. Attach justification for value of in-kind match.

2) Other Funding Sources Beyond Match Requirement

- a. Provider of Overmatch _____
- b. Status (confirmed/anticipated) _____

Funding Allocation by Project	Alexandria – Manassas	Alexandria – Lynchburg	Roanoke Study
Rail Enhancement Funding	\$5,777,100	\$9,800,000	\$500,000
Rail Enhancement Funding %	70%	70%	100%
NS match	\$2,475,900	0	0
NS Match %	30%	30%	30%
NS Overmatch %	0%	0%	0%
Total	\$8,253,000	\$14,000,000	\$500,000

N. Project implementation schedule (based in months). List major milestones of the project, including environmental review and public involvement points if applicable.

A. Alexandria - Manassas:

<u>Milestone Description</u>	<u>Estimated Completion Date From Notice to Proceed</u>
○ Notice to Proceed	Start Point
○ Schedule work	1 month
○ Order Material	3 months
○ Drop Material	6 month
○ Complete work	12 months

C. Roanoke Study: Negotiable

B. Alexandria - Lynchburg:

<u>Milestone Description</u>	<u>Estimated Completion Date From Notice to Proceed</u>
○ Notice to Proceed	Start Point
○ Schedule work	1 month
○ Order Material	3 months
○ Drop Material	6 month
○ Complete work	12 months

O. Statement of how this project promotes or does not preclude dual/multi-access use.

A. Alexandria - Manassas

This project is on Norfolk Southern owned right-of-way. VRE utilizes the route. The majority of trains on the route are VRE trains.

B. Alexandria - Lynchburg

This project is on Norfolk Southern owned right-of-way; the rail line will remain a Norfolk Southern freight route. Amtrak operates on the route and is in negotiations to increase the number and type of service utilizing the route.

C. Roanoke Study

This project is a study of Norfolk Southern owned right-of-way; the rail line will remain a Norfolk Southern freight route. New Amtrak service to Roanoke has been proposed and is in negotiations between NS, DRPT and Amtrak.

P. List additional users of rail line, facility, and/or equipment:

A. Alexandria - Manassas

Amtrak, VRE

B. Alexandria - Lynchburg

Amtrak, VRE

C. Roanoke Study

Proposed Amtrak service

Q. Identify any possible environmental or other issues/concerns within the scope of this project.

A. Alexandria - Manassas

None known at this time. All work would be done with NS right-of-way.

B. Alexandria - Lynchburg

None known at this time. All work would be done with NS right-of-way.

C. Roanoke Study

It is expected that the report will identify areas of concern for an environmental review, for example if a new station is required at Roanoke, if Lynchburg yard capacity needs or upgrading the Lynchburg wye require purchasing property in order to accommodate the proposed passenger service.

Required Attachments:

Application is not complete without items 1-5 completed by the Applicant and submitted with the Application.

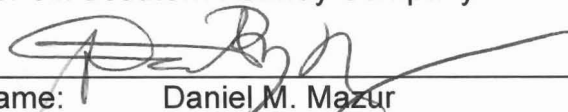
1. Attachment A – Project Data Information Form (provided)
2. Attachment B – Application Checklist (Provided)
3. Detailed cost, budget and schedule. Include preliminary engineering to 30% report, if applicable (Sample in Appendix D).
4. Certification of Match/% of Match/Documentation of Source of Match including Defined Match Source (To be provided by Applicant).
5. Certification of Additive Investment (To be provided by Applicant).
6. Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.
7. Statement by the owner of the facility that acknowledges the Commonwealth will have a public interest in the facilities, materials, equipment and improvements funded or impacted by this project (To be provided by Applicant/Owner).

Application and Attachment Certification

To the best of my knowledge all information contained in this application and its attachments is true. The information provided to the Virginia Department of Rail and Public Transportation (DRPT) is subject to full disclosure except where protected by Virginia Code. Any additional documentation related to this application will be provided to DRPT upon request.

Authorized Signature and Title:

Norfolk Southern Railway Company


Name: Daniel M. Mazur
Title: Vice President

Date: 1/31/2008

One signed original, twelve copies, and an electronic copy in pdf format of the completed application and required documentation must be mailed under applicant cover to:

Director
Virginia Department of Rail and Public Transportation
1313 East Main Street, Suite 300
Richmond, Virginia 23219



Rail Enhancement Fund
Project Application Form

Internal Use

DRPT Tracking #

EXHIBIT I

Attachment A
Project Data Information Form

Date: 1/31/2008

Name of Applicant and Project:

Norfolk Southern: Alexandria – Manassas Passenger Speed Capital Requirements

General Instructions: Please complete the following forms that apply to the project application.

- For Freight Service projects, complete forms A1, A2 and A5
- For Intercity/Amtrak passenger projects, complete forms A1, A3 and A5
- For Commuter/VRE passenger projects, complete forms A1, A4 and A5
- For projects that involve benefits to both freight and passenger projects, form A1 and forms A2-A4 that apply must be completed. For each completed form A2-A4, a form A5 must be completed for each category for projects resulting in multiple project benefits.

Terms:

Project Cost and Construction period: Form A1 shall be completed with total project cost by year of expenditure with total DRPT cost identified by year of expenditure. This section must be completed for all project applications.

Demand Characteristics: This category of information relates to the additional demand for rail service (including freight and passenger) due to the project. This additional demand must be over and above baseline conditions that currently exist. The specific data to enter here defines initial demand, steady state demand, and the years until steady state demand is achieved.

Steady State Demand: This term refers to the point at which the project benefits/demand have reached a long-term, sustainable level.

Project Impact on Travel Distance: This category of information includes the distance that would be traveled by vehicle or train. All distances should be limited to miles within Virginia. The distance should relate directly to the project-impacted area.

Demand Characteristics for a 15-year Performance Period: This term refers to the project output by performance year, which will be utilized to determine that public benefits and to determine the performance requirements over the 15-year Performance Period of the Grant Agreement.

EXHIBIT I**Attachment A****Form A1 – Project Cost and Construction Period****Norfolk Southern: Alexandria – Manassas Passenger Speed Capital Requirements**First Construction Year: 2009Last Construction Year: 2014

Year	Total Project COST	Total DRPT COST
Year 1	\$928,282	\$649,797
Year 2	845,482	591,837
Year 3	155,182	108,627
Year 4	3,103,982	2,172,787
Year 5	2,386,182	1,670,327
Year 6	833,891	583,724
Total	\$8,253,000	\$5,777,100

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

EXHIBIT I

Attachment A

Form A5– Demand Characteristics for 15-Year Performance Period

Norfolk Southern: Alexandria – Manassas Passenger Speed Capital Requirements

Performance Year	Performance Value *
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
Total	

For Freight Service Projects – car loads or containers per year
For Inter-City/Amtrak Passenger Projects – passengers per year
For Commuter/VRE Passenger Projects – passengers per year

To be determined

NS is not responsible for nor can NS guarantee VRE ridership



Rail Enhancement Fund
Project Application Checklist

Internal Use
DRPT Tracking #

EXHIBIT I

Attachment B

Date: 1/31/2008

Name of Applicant and Project:

Norfolk Southern: Alexandria – Manassas Passenger Speed Capital Requirements

Checklist for Application:

1. Project is consistent with goals of applicable adopted state, regional and/or local plans.

☒ YES ☐ NO

2. Project is an Additive Investment to Virginia.

☒ YES ☐ NO

3. Project provides for, or does not preclude, shared or dual access opportunity.

☒ YES ☐ NO

4. Applicant has provided documentation and certification of at least a minimum 30% match.

☒ YES ☐ NO

5. Applicant has provided an environmental review plan and/or public involvement plan, if applicable, and required budget for this activity as outlined in Appendix D.

☒ YES ☐ NO

6. Application is complete, including signature and specified number of hard copies and an electronic (pdf file) copy; and Applicant has reviewed the Standard Agreement as provided in Appendix C.

☒ YES ☐ NO

Alexandria to Manassas							
	Year	Year	Year	Year	Year	Year	
	1	2	3	4	5	6	
	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>TOTAL</u>
Capital Requirements	928,282	845,482	155,182	3,103,982	2,386,182	833,891	8,253,000
NS	278,485	253,645	46,555	931,195	715,855	250,167	2,475,900
REF 70%	649,797	591,837	108,627	2,172,787	1,670,327	583,724	5,777,100

(\$620,709 contingency added year 6)

Attachment C

Rail Enhancement Fund
Project Application Form

EXHIBIT I

Attachment D
Statement of Public Interest

Name of Applicant and Project:

Norfolk Southern: Alexandria – Manassas Passenger Speed Capital Requirements

Statement from the owner of the facility that acknowledges the Commonwealth will have a Public Interest in Private Facilities impacted by this project

To Whom It May Concern:

At the appropriate time, NS will enter into an appropriate agreement to be negotiated with the Commonwealth of Virginia to protect the Commonwealth's public interest in the Alexandria – Manassas Passenger Speed Capital Requirements Project.

NORFOLK SOUTHERN RAILWAY COMPANY

By:



Name: Daniel M. Mazur
Title: Vice President

Rail Enhancement Fund
Project Application Form

EXHIBIT I

Attachment E
Certification Of Match

Norfolk Southern: Alexandria – Manassas Passenger Speed Capital Requirements

Norfolk Southern Railway Company ("Norfolk Southern") has applied to the Commonwealth of Virginia for Rail Enhancement Funds in the amount of \$8,253,000 in connection with the Norfolk Southern Alexandria – Manassas Passenger Speed Capital Requirements Project. As described in greater detail in Norfolk Southern's application, this project will encompass upgrading existing trackage to the standard required for Amtrak passenger service. NS freight service on this line is minimal and requires no more than a 10 mph maintenance standard for freight service.

As part of this application, Norfolk Southern hereby certifies that it will provide a local match equivalent to 30 percent of the estimated total project cost for which Rail Enhancement Funds are made available, or \$2,476,000. This match will be provided entirely by Norfolk Southern or one or more parents, subsidiaries or affiliates of Norfolk Southern.

NORFOLK SOUTHERN RAILWAY COMPANY
By:


Name: Daniel M. Mazur
Title: Vice President

Rail Enhancement Fund
Project Application Form

EXHIBIT I

Attachment F
Certification Of Additive Investment

Norfolk Southern: Alexandria – Manassas Passenger Speed Capital Requirements

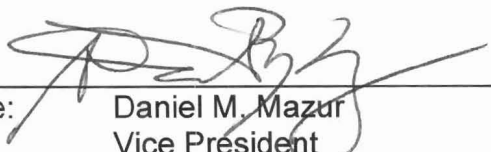
This letter certifies that the Virginia Rail Enhancement Funds requested in the accompanying application will add to the state's rail infrastructure and will not be used to replace funds that would have otherwise been spent in the Commonwealth.

Norfolk Southern's application requests funds for upgrading track between Alexandria and Manassas for the operation of passenger service. Passenger service requires a higher maintenance standard than the level at which NS would maintain the line for its current freight customer service.

Without Rail Enhancement Funds, this project will not be built.

In sum, Norfolk Southern certifies that the Virginia Rail Enhancement Funds requested in its application will be used as part of a public-private partnership for improvements that NS would not undertake alone.

NORFOLK SOUTHERN RAILWAY COMPANY
By:


Name: Daniel M. Mazur
Title: Vice President
Date:

Rail Enhancement Fund
Project Application Form

EXHIBIT I

Attachment G
Statement Of SWAM Participation

Norfolk Southern: Alexandria – Manassas Passenger Speed Capital Requirements

January 31, 2008

To Whom It May Concern:

In connection with Norfolk Southern Railway Company's Rail Enhancement Fund Application for Alexandria – Manassas Passenger speed Capital Requirements, please accept this letter as the applicant's statement regarding small, women- and minority-owned business (SWAM) participation goals.

For project work that is not performed by Norfolk Southern's workforce, Norfolk Southern will undertake reasonable and good faith efforts to achieve the SWAM participation goal for the project through race-neutral and gender-neutral means that are lawful and non-discriminatory. We understand the project participation goal to be forty percent (40%) of the total value of contracts between Norfolk Southern and third parties for the performance of the project work. The success of Norfolk Southern's efforts will of course be impacted by the availability of qualified and willing small businesses and women- and minority-owned businesses within the market area of the project.

Thank you for considering Norfolk Southern's application.

Very truly yours,



Daniel M. Mazur
Vice President



Internal Use

DRPT Tracking #

EXHIBIT II

Attachment A Project Data Information Form

Date: 1/31/2008

Name of Applicant and Project:

Norfolk Southern: Alexandria – Lynchburg Speed Improvements

General Instructions: Please complete the following forms that apply to the project application.

- For Freight Service projects, complete forms A1, A2 and A5
- For Intercity/Amtrak passenger projects, complete forms A1, A3 and A5
- For Commuter/VRE passenger projects, complete forms A1, A4 and A5
- For projects that involve benefits to both freight and passenger projects, form A1 and forms A2-A4 that apply must be completed. For each completed form A2-A4, a form A5 must be completed for each category for projects resulting in multiple project benefits.

Terms:

Project Cost and Construction period: Form A1 shall be completed with total project cost by year of expenditure with total DRPT cost identified by year of expenditure. This section must be completed for all project applications.

Demand Characteristics: This category of information relates to the additional demand for rail service (including freight and passenger) due to the project. This additional demand must be over and above baseline conditions that currently exist. The specific data to enter here defines initial demand, steady state demand, and the years until steady state demand is achieved.

Steady State Demand: This term refers to the point at which the project benefits/demand have reached a long-term, sustainable level.

Project Impact on Travel Distance: This category of information includes the distance that would be traveled by vehicle or train. All distances should be limited to miles within Virginia. The distance should relate directly to the project-impacted area.

Demand Characteristics for a 15-year Performance Period: This term refers to the project output by performance year, which will be utilized to determine that public benefits and to determine the performance requirements over the 15-year Performance Period of the Grant Agreement.

EXHIBIT II**Attachment A**

Form A1 – Project Cost and Construction Period

Norfolk Southern: Alexandria – Lynchburg Speed Improvements

First Construction Year: 2010Last Construction Year: 2010

Year	Total Project COST	Total DRPT COST
Year 1	\$4,200,000	\$9,800,000
Year 2		
Year 3		
Year 4		
Year 5		
Year 6		
Total	\$14,000,000	\$9,800,000

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

30% Match Source To Be Identified

EXHIBIT I

Attachment A

Form A5– Demand Characteristics for 15-Year Performance Period

Norfolk Southern: Alexandria – Lynchburg Speed Improvements

Performance Year	Performance Value *
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
Total	

For Freight Service Projects – car loads or containers per year
For Inter-City/Amtrak Passenger Projects – passengers per year
For Commuter/VRE Passenger Projects – passengers per year

To be determined

NS is not responsible for nor can NS guarantee Amtrak ridership

Rail Enhancement Fund

Project Application Form

EXHIBIT III

Attachment A
Project Data Information Form

Date: 1/31/2008

Name of Applicant and Project:
Norfolk Southern – Roanoke Passenger Study

General Instructions: Please complete the following forms that apply to the project application.

- For Freight Service projects, complete forms A1, A2 and A5
- For Intercity/Amtrak passenger projects, complete forms A1, A3 and A5
- For Commuter/VRE passenger projects, complete forms A1, A4 and A5
- For projects that involve benefits to both freight and passenger projects, form A1 and forms A2-A4 that apply must be completed. For each completed form A2-A4, a form A5 must be completed for each category for projects resulting in multiple project benefits.

Terms:

Project Cost and Construction period: Form A1 shall be completed with total project cost by year of expenditure with total DRPT cost identified by year of expenditure. This section must be completed for all project applications.

Demand Characteristics: This category of information relates to the additional demand for rail service (including freight and passenger) due to the project. This additional demand must be over and above baseline conditions that currently exist. The specific data to enter here defines initial demand, steady state demand, and the years until steady state demand is achieved.

Steady State Demand: This term refers to the point at which the project benefits/demand have reached a long-term, sustainable level.

Project Impact on Travel Distance: This category of information includes the distance that would be traveled by vehicle or train. All distances should be limited to miles within Virginia. The distance should relate directly to the project-impacted area.

Demand Characteristics for a 15-year Performance Period: This term refers to the project output by performance year, which will be utilized to determine that public benefits and to determine the performance requirements over the 15-year Performance Period of the Grant Agreement.

EXHBIT III
Attachment A
Form A1 – Project Cost and Construction Period
Norfolk Southern – Norfolk Southern – Roanoke Passenger Study

First Construction Year: 2009

Last Construction Year: 2009

Year	Total Project COST	Total DRPT COST
Year 1	\$500,000	\$350,000
Year 2		
Year 3		
Year 4		
Year 5		
Total	\$500,000	\$350,000

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

30% Match Source To Be Identified



Rail Enhancement Fund
Project Application Checklist

Internal Use

DRPT Tracking #

EXHIBIT III

Attachment B

Date: 1/31/2008

Name of Applicant and Project:

Norfolk Southern – Roanoke Passenger Study

Checklist for Application:

1. Project is consistent with goals of applicable adopted state, regional and/or local plans.

☒ YES ☐ NO

2. Project is an Additive Investment to Virginia.

☒ YES ☐ NO

3. Project provides for, or does not preclude, shared or dual access opportunity.

☒ YES ☐ NO

4. Applicant has provided documentation and certification of at least a minimum 30% match.

☐ YES ☒ NO

5. Applicant has provided an environmental review plan and/or public involvement plan, if applicable, and required budget for this activity as outlined in Appendix D.

☒ YES ☐ NO

6. Application is complete, including signature and specified number of hard copies and an electronic (pdf file) copy; and Applicant has reviewed the Standard Agreement as provided in Appendix C.

☒ YES ☐ NO